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Northeast
Los Angeles District
Proposed Plan

UNIVERSITY OF CALIFORNIA

Northeast Los Angeles PROPOSED PLAN

DEPARTMENT OF CITY PLANNING □ LOS ANGELES CALIFORNIA

This Plan is submitted to the City Planning Commission for approval and subsequent transmittal for approval by the Mayor and adoption by the City Council as a portion of the General Plan of the City of Los Angeles for this identified area. [Charter Section 96.5 (3)a.]

INTRODUCTION

This document presents a proposed plan for the Northeast Los Angeles District. The District contains over 24 square miles. It is bounded by the Los Angeles River on the west; the City of Glendale on the north; the cities of Pasadena, South Pasadena and Alhambra on the east; and the San Bernardino Freeway, Marengo Street and the Southern Pacific Railroad Line on the south. It includes the communities of Eagle Rock, Glassell Park, Atwater, Highland Park, Mount Washington, Lincoln Heights and El Sereno.

The following population statistics are pertinent to the Northeast District:

<i>Existing (1970 Census)</i>	<i>Plan (1990)</i>
<i>Population</i> 183,852	<i>Population Projection</i> 225,200
<i>Residential Zoning Capacity</i> 462,000	<i>Residential Capacity</i> 266,395

Northeast Los Angeles District
PROPOSED PLAN

The Northeast Los Angeles District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

PURPOSES
USE OF THE PLAN

The purpose of the Northeast Los Angeles District Plan is to provide an official guide to the future of the District for the use of the City Council, the Mayor, the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various city matters as required by law.

The Plan is intended to outline an arrangement of land use, circulation, and services which would encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District, within the larger framework of the City; guide the future of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentials and limitations; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Land uses may vary slightly from the Plan, provided that the total acreage of each type of land use, the land use intensities, and the physical relationships among the various land uses are not altered.

Previous phases of the planning study involved gathering background data; analyzing physical, social and economic factors; determining existing conditions; and identifying community problems and potentials.

A Preliminary Plan was presented and discussed with citizens of the District at 26 open meetings during April, 1972 to June, 1973. These were announced through the councilman of the district to all registered voters in a particular area. Suggestions submitted by interested persons and groups, along with the recommendations of City agencies, were carefully analyzed and, to the extent possible, integrated into this Plan.

A Staff Report accompanies this Plan and discusses the comments received as a result of the Preliminary Plan review.

Detailed information about existing land use and zoning, economic conditions, and other background material upon which the Plan has been based may be obtained from the City Planning Department, City Hall, Room 605, Los Angeles, California 90012, telephone 485-3744.

The Plan is *not* an official zone map and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to citizen and official review and amendment within five years to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

General

To coordinate the future of the Northeast Los Angeles District with that of other parts of the City and the metropolitan area, and to provide a basis for cooperative action by Los Angeles City, County, and other jurisdictions.

To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1990.

To create an environment with diversity, balanced growth, identity, and historical continuity.

To improve the physical environment by proper design and construction of residential, commercial, and industrial buildings in order to reduce both crime and the fear of crime.

Housing

To promote and insure the provision of adequate housing for all persons regardless of income, age or ethnic background.

To encourage the preservation and enhancement of the varied and distinctive residential character of the District.

To preserve, maintain, and improve existing stable single-family residential neighborhoods and to prevent these neighborhoods from encroachment by incompatible uses.

To utilize the resources and skills of the City to encourage, coordinate, and stimulate the private sector to combine its efforts with those of governmental agencies concerned with housing in order to supply housing for low and moderate income families.

To assure maximum involvement of residents in the initial planning of housing programs which directly affect them.

In hillside residential areas to:

- a. Minimize grading so as to retain the natural terrain and ecological balance.
- b. Provide a standard land use intensity and population density which will be compatible with street capacity, public service facilities, utilities, and topography, in coordination with development in the remainder of the City.

Commerce & Industry

To promote economic well-being and public convenience through:

- a. Allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards.
- b. Designating land for industrial development that can be so used without detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary for this purpose.

To improve employment opportunities by attracting new jobs, by encouraging participation in job training and development programs and by improving access to jobs.

Public Facilities

To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with existing needs and future changes.

To encourage open space for recreational uses, and to promote the preservation of views, historic sites, natural character and topography of the District for the enjoyment of both local residents and persons throughout the Los Angeles region.

To encourage optimal multi-purpose uses of school facilities for recreational purposes or other community service functions.

To encourage special multi-purpose social service facilities through the use of public and private funds.

Circulation

To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service.

POLICIES

The Northeast Los Angeles District Plan has been designed to accommodate the anticipated growth in population and employment of the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth and change will take place and suggests policies and programs to minimize any adverse effects of such growth and change.

The Plan encourages the preservation of low density single-family residential areas, and the preservation and strengthening of the established community business districts.

Much of the Northeast Los Angeles District is hillside, and mountainous terrain and as much of the remaining undeveloped lands as feasible is to be preserved for open space and recreational uses.

LAND USE
Commerce

Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan to serve suburban residential areas are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

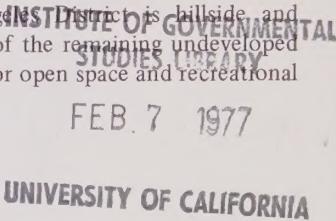
- a. 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;
- b. 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than two square feet for each square foot of commercial floor area for each community, neighborhood and regional shopping area as specified on the Plan Map and at a ratio of not less than one square foot for each square foot of floor area for limited and highway oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback to minimize noise and preserve adjoining residential neighborhoods as separate and distinct areas.

Features:

The Plan provides approximately 829 acres of commercial and related parking uses.

Major regional shopping facilities serving Northeast Los Angeles are located in Downtown Los Angeles and in the adjacent cities of Glendale and Pasadena. Eagle Rock Plaza, at the northwest corner of the District, will assume a moderately important regional role.



The Highland Park, Lincoln Heights, and Eagle Rock Community Business Districts will serve as the focal points for shopping, civic, and social activities for those communities and surrounding areas. Smaller community business districts are indicated for the shopping areas adjacent to Huntington Drive at Eastern Avenue in El Sereno, along Glendale Boulevard in Atwater and along York Boulevard in Highland Park.

Neighborhood shopping facilities are designated at convenient distances from all residential locations.

Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated on the Plan shall be reclassified to more appropriate zones.

All residential areas adjacent to incompatible uses (e.g. industry, freeways, etc.) shall be buffered. Apartments should be sound-proofed and provided with adequate open space and usable recreation areas.

The intensity of land use in the hillside areas, and the density of the population which can be accommodated thereon, shall be limited in accordance with the following criteria:

- The adequacy of the existing and assured street circulation system, both within the area and in peripheral areas;
- The availability of sewers, drainage facilities, fire protection services and facilities, and other public utilities;
- The steepness of the topography and the suitability of the geology for development;
- The compatibility of proposed developments with existing adjacent developments.

To the extent feasible, the “cluster concept” and the Residential Planned Development District is the preferred method to be utilized for new residential development in hillside areas in order to use the natural terrain to best advantage and minimize the amount of grading required. This, however, shall not preclude development by conventional subdivision.

The “cluster concept” is defined as the grouping of residential structures on the more level parts of the terrain while retaining the steeper portions in their natural state. Density patterns indicated on the Plan Map may be adjusted to facilitate cluster developments, provided that the total number of dwelling units indicated in any development is not increased.

Features:

The Plan proposes that the low-density residential character of the Northeast Los Angeles District be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses. Within neighborhoods, the Plan recommends that local streets be redesigned to prevent the detrimental effects of through traffic.

The Plan encourages the rehabilitation and/or rebuilding of deteriorated single-family areas for the same use. Single-family

housing should be made available to all persons regardless of social, economic, and ethnic backgrounds. Additional low and moderate income housing is needed in all parts of the City.

The proposed residential density categories and their capacities are:

RESIDENTIAL DENSITY	DWELLING UNITS PER GROSS ACRE*	PERSONS PER GROSS ACRE	PERCENT OF GROSS ACRES	PERCENT OF RESIDENTIAL LAND	POPULATION CAPACITY	PERCENT OF POPULATION CAPACITY
MINIMUM	5+ to 1	0 – 4	154	2%	308	.1%
VERY LOW	1+ to 3	4 – 12	544	5%	4,352	2%
LOW	3+ to 7	12 – 20	6,335	63%	101,360	38%
LOW MED. I	7+ to 12	20 – 30	751	8%	18,775	7%
LOW MED. II	12+ to 24	30 – 70	1,010	10%	50,500	19%
MEDIUM	24+ to 40	50 – 100	1,120	11%	84,000	31%
HIGH MED.	40+ to 60	80 – 120	71	1%	7,100	3%
TOTALS			9,985	100%	266,395	100%
* Gross Acreage Includes Streets						

Where appropriate (depending on location and condition), rehabilitation of older residential areas shall be encouraged. Older single-family areas, in which existing dwellings are not suitable for rehabilitation, shall be redeveloped with low or low-medium density housing types including town houses.

The enlargement of nonconforming, incompatible commercial and industrial uses within residentially-zoned neighborhoods shall be prohibited and action shall be taken toward their elimination on a scheduled basis. Compatible uses that are a recognized part of the neighborhood, although nonconforming, (e.g. Mom and Pop neighborhood stores) shall be permitted.

Developments which would provide more usable open space, better pedestrian access and circulation, adequate parking for both residents and guests, and privacy for individual dwelling units shall be encouraged.

In order to provide adequate sites for housing, the following policies are proposed:

- In areas which the Plan has identified as stable single-family residential areas for preservation, requests for their rezoning for more intensive use is discouraged and should be granted only in special circumstances.
- Geological hazards shall be an important consideration in determining the location of housing.

In order to provide adequate housing for all economic levels of the District, the folowing policies are proposed:

- The expanded use of governmental assistance programs should be encouraged to provide housing for low and moderate income families.
- Feasible strategies shall be encouraged and implemented that will aid in increasing household income, decreasing housing expenditures, cutting transportation costs, and reducing other costs which affect one's ability to pay for adequate housing.
- Methods should be utilized to stimulate the construction of apartments better suited for different life styles.
- The use of new and alternate materials and methods of construction which are found to be adequate is encouraged.

- The imaginative application of design principles to industrialized housing for on and off-site amenities, orientation, landscaping, and open space shall be encouraged.

The Plan further proposes utilization of techniques which will decrease the effective cost of land per dwelling unit. These may include the following, or other methods, as well as combinations of methods:

- Clustering of housing, under the concept of planning residential development, at overall low densities.
- Public assemblage of land, possibly with the aid of Federal loans, for the subsequent construction of housing by private means.

The City should require that housing development via this method contain a percentage of low- and moderate-income housing.
- Construction of townhouses.

Industry

Standards and Criteria:

Industrial lands are located on a citywide basis without regard to the boundaries of individual communities or districts, under the general principle that industrial supply and market linkages are regional in scope.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than 3 stalls for each 4 employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers, and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Features:

The Plan designates approximately 1,579 acres of land for industrial uses.

Proposed industrial lands are intended to provide employment for residents of both the Northeast District and adjacent communities. The Plan proposes four types of industrial uses. Approximately 256 acres are designated for commercial manufacturing uses, 554 acres for limited industry, 162 acres for light industry, and 607 acres for heavy industry.

The improvement of all industrial uses relative to air pollution and noise controls, buffers and landscaping as well as other environmental protection measures is recommended.

CIRCULATION

Highways

Standards and Criteria:

Highways and local streets shown on this Plan shall be developed in accordance with standards and criteria contained in the

Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the full development of the designated major and secondary highways.

No increase in density shall be effected by zone change or subdivision unless it is determined that the local streets and major and secondary highways serving, and in the area of, the property involved are adequate to serve the traffic generated.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan with several proposed amendments. Collector streets are shown to assist traffic flow toward major and secondary highways.

Public Transportation

Within the lifetime of the Plan, the private automobile is anticipated to remain a principal means of transportation for most of the District. Bus service will be the basic public transportation system serving the District.

The Plan encourages the continuous modernization and expansion of bus service operations.

Although not anticipated by 1990, the Plan proposes that the existing Sante Fe rail line from Downtown Los Angeles to Pasadena be considered as a future right-of-way for a rapid transit system with stops in Lincoln Heights and Highland Park Centers.

Bikeways

The Plan designates several bicycle routes. Some of these are connected with bicycle routes in other areas of the City in order to provide a network of bicycle paths with the purpose of promoting optional use of this mode of recreation and transportation.

In April 1974, the City Council adopted the Bureau of Engineering Bikeway Feasibility Study to serve as an interim plan and to provide a framework for the development of a Citywide Bikeway Plan as an element of the General Plan. Routes shown on the Northeast District Plan are in general agreement with the Bikeway Feasibility Study in the areas of trip generators and trip destinations; however, the Plan differs in precise routing. These differences are considered areas of further study and are subject to eventual change or modification at such time as a Citywide Bikeway Plan is adopted.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-System Element of the General Plan (See individual facility plans for specific standards). Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan. No increase in density shall be effected by zone change or subdivision, unless it is determined that such facilities are adequate to serve the proposed development. In hillside areas, no tentative subdivision map shall be approved until it is reviewed and approved by the Fire Department.

The Plan designates three standard types of parks:

Neighborhood Recreational Sites –

1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile;

Community Recreational Sites –

1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles.

Regional Recreational Sites –

These facilities provide specialized recreational activities; such as, golf courses, tennis courts, campgrounds and museums, and generally serve people living throughout the City.

Features:

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School grounds should be made available to facilitate after-hour recreational use.

The facilities and sites of all existing schools, at all levels, should be upgraded and many should be expanded. One additional elementary school will be needed by 1990 to serve increased student population. Elementary schools are located so as to best serve residential neighborhoods and to minimize the need for children to cross highways.

Regional recreational facilities serving the District are Montecito Hills Regional Park, which is within the District, and Griffith Park and Elysian Park, in adjacent communities. The Plan designates community recreational sites in Lincoln Heights, Mt. Washington and Highland Park.

The Plan also designates 37 neighborhood recreational sites, including 30 additional sites over those existing in 1972. Most of the new neighborhood sites are located in the immediate vicinity of elementary schools. Joint development of recreational facilities and school playgrounds is proposed as a means to minimize the amount of acquisition necessary.

The Plan proposes utilization of flood control and power line rights-of-way for open space purposes and/or hiking, bicycle, and equestrian trails where appropriate. Some open space area could be dedicated to the City as parts of equestrian, hiking and bicycle trail systems. Such trails should be established as parts of citywide systems. Equestrian trails in the Northeast District should connect equestrian facilities in Griffith Park with a series of small and large parks along the Arroyo Seco, Montecito Hills Regional Park and riding trails within the area.

The Plan recognizes the numerous Cultural and Historical monuments located within the Northeast District and supports the continued development of historic, cultural, and natural monument sites such as:

Heritage Square – The Plan anticipates continued progress in the relocation and restoration of Victorian-era structures on the site along the Arroyo Seco Channel between Avenue 43 and Pasadena Avenue.

Plaza De La Raza – The Plan supports the development of the Mexican-American Cultural Center within Lincoln Park. The center will provide a performing arts auditorium, classrooms, workshops, a library, children's art center, and a museum of Latin culture and art.

The Eagle Rock – The Plan encourages the continued preservation of the unobstructed view of this unique natural formation.

The Plan proposes that the Los Angeles County-USC Medical Complex be expanded within the general area of Mission Road, Valley Boulevard, Soto Street and the San Bernardino Freeway. The adjacent Hazard Park which serves the surrounding residential areas is to be retained and improved.

The Plan reflects the master plan of the California State University at Los Angeles campus, which proposes expansion to its north and west.

The Plan anticipates that Occidental College, a private liberal arts college, will remain at its present site with expansion of facilities onto currently-owned adjacent property to the east.

The Plan proposes that Department of Water and Power lands around the Ascot and Eagle Rock Reservoirs be retained in public ownership.

The Citywide Fire Protection Plan and the locations of fire stations are continually being evaluated by the Fire Department and updated as fire protection techniques, apparatus, needs, and land use patterns change.

PROGRAMS

These programs establish a framework for guiding the future of the Northeast Los Angeles District, in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. CIRCULATION

To facilitate local traffic circulation, relieve congestion, and provide mobility for all citizens, the following are required:

- Continued development of the highway and street system in conformance with existing programs.

2. Continued planning of and improvements to the public transportation system for the District.

B. RECREATION, PARKS AND OPEN SPACE

Expansion and improvement of needed local parks throughout the District should be accelerated.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly owned open space.

The City should provide facilities for specialized recreational needs within the District, with consideration given to utilizing existing public lands such as flood control channels, utility easements, Water and Power property, etc. These recreational needs include equestrian facilities, hiking trails, bicycle trails and others.

Specifically, equestrian trails should be provided to link equestrian facilities in the Griffith Park area with the park system along the Arroyo Seco and to the north into Pasadena. A program of phased right-of-way acquisition should be started utilizing Federal funds, if available. Maximum use should be made of vacated railroad rights-of-way and the banks of the Arroyo Seco Flood Control Channel.

C. CITY DEMONSTRATION AGENCY

The Northeast District Plan will be coordinated with the East-Northeast Model Cities Program as it evolves. The East-Northeast Model Neighborhood generally includes Cypress Park and the portions of the District lying easterly of the Pasadena Freeway.

The City Demonstration Agency, in coordination with other City departments, should identify social needs in the East-Northeast Model Neighborhood and initiate appropriate social service programs pursuant to the guidelines established by the Federal Government. These services should be centrally located in multi-purpose social service facilities which will act as focal points for local neighborhoods.

Unlike the long-range nature of this Plan, the Model Cities Program is oriented to short-range action, focused particularly upon the funding of social and economic programs. The City Demonstration Agency, therefore, is a very important agency for implementing some of the immediate objectives and policies of the Plan.

D. NEIGHBORHOOD IMPROVEMENTS

The City should be prepared to assist in the elimination of severe problems of blight and/or adjacent incompatible land uses in any neighborhood in which residents initiate a request for such action or for feasibility studies.

The City should inform the public that a special set of building code standards exists that applies only toward the rehabilitation of older dwelling units in the City.

The City should investigate possible amendments to the City Building Code to require better security features in the construction of new buildings.

E. LOW-INCOME HOUSING

The City should establish programs to facilitate the processing of permits, plan checks, and various City procedures in order to encourage low and moderate-income housing.

The City should explore the feasibility of creating a revolving “seed” money and operating fund to assist bona fide nonprofit corporations to increase their viability and effectiveness.

The City should investigate the feasibility of establishing a City-operated land assembly service for new housing construction, possibly utilizing Federal loans, with the requirement that such development contain a percentage of housing for low- and moderate-income families.

The City should investigate the feasibility of establishing a City-operated revolving mortgage loan fund or mortgage insurance program, or interest-subsidy program, to supplement Federal Programs.

The City should investigate the legal feasibility and ramifications pertinent to waiving permit fees and sewer connection charges for bona fide, nonprofit low-and moderate-income housing developments, in return for a developer/owner’s contract agreement to maintain rents at specific levels for particular time periods.

F. OTHER PUBLIC FACILITIES

The development of other public facilities such as fire stations, libraries, and schools should be sequenced and timed to provide a balance between land use and public services at all times. Where feasible, new power lines should be placed underground, and the program for the undergrounding of existing lines should be continued and expanded.

G. SOCIAL SERVICE FACILITIES

The Plan recommends the establishment of multi-purpose social service facilities. Their purpose would be to provide a variety of public, quasi-public, and private services including facilities for day care, health care, public social services, employment counseling and referrals, job training, veteran’s benefits, legal assistance, senior citizens activities, consumer education and other specialized adult education programs.

H. COMMUNITY REDEVELOPMENT AGENCY

The Plan reflects the Monterey Hills Redevelopment Project as adopted by the City Council. The primary proposed land use is residential and is limited by the Redevelopment Plan to a maximum 1700 dwelling units which may include the following housing types, single family detached, single family attached, townhouses, and some apartments. Land uses designated as alternates include the following, institutional, commercial, and hillside preserve. The project is scheduled to be developed in phases and utilizing the Residential Planned Development technique.

II. PRIVATE PARTICIPATION

The Plan endorses, in principle, the community improvement activities of residents associations, homeowner groups and similar organizations. Such groups can organize to conserve areas for sound housing, to support legislation on all levels which will be beneficial to the environment, to initiate desirable zone changes through petition, and to participate in the planning of their communities.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

A. TOWNHOUSE ZONING: Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed low-medium density residential areas.

B. DESIGN: Requirement that all new and rebuilt public and private facilities observe improved site design standards.

C. SIGNS: Strengthening of controls on billboards and commercial signs.

D. BUFFER STRIP ZONING: Separation of incompatible uses (particularly residential from industrial and/or freeways) by some form of buffering, preferably of a type which could also serve for recreational, parking, or other purposes.

E. INDUSTRIAL PARK: Special regulations and requirements for industrial developments, including requirements for landscaped setbacks.

F. ANNEXATIONS: Straightening the City boundary and annexing unincorporated fringe areas which could most appropriately be planned and developed as part of the City.

G. GRADING: Possible amendments of the Zoning and/or Building Codes to limit the quantity of cut and fill grading in hillside and mountainous areas.

H. OPEN SPACE TAX RELIEF: Inclusion in the City’s Annual Legislative Program (submitted to the State Legislature) of a proposal for tax relief for privately owned lands planned for conservation and open space uses.

I. HIGHWAY-ORIENTED COMMERCIAL ZONING: A new zone which insures off-street parking facilities and/or drive-through capabilities for commercial activities on major and secondary highways.

J. INCENTIVE ZONING: Bonuses for private developers who provide various desired amenities within a development which would surpass minimum requirements.

K. PROPERTY IMPROVEMENT TAX RELIEF: Support by the City for legislation which would provide incentives to property owners making improvements on their property.

L. RAILROAD BEAUTIFICATION: Support by the City for State Legislation requiring railroads to landscape their property through residential areas.

M. RESIDENTIAL TAX RELIEF: Support by the City for state legislation which would require counties to assess single-family homes on the basis of single-family use, rather than on the basis of existing zones, if the adopted plan for the area designates them as stable single-family areas.

IV. ZONING ACTIONS

Zoning is the primary tool by which the development of private property can be directed toward the implementation of the Plan. Three distinct situations are involved:

a. The City can initiate redesignation to zones in conformance to the Plan.

b. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

c. Community organizations, or groups of residents within a specific area, may petition the City Council to initiate redesignations to zones in conformance with the Plan.

If the objectives of the Northeast District Plan are to be achieved, all zone redesignations should occur as early in the life of the Plan as is feasible. However, adoption of this Plan does not in itself change any zones. Initial zone redesignations should include proposed changes from medium-high residential categories to low and low-medium densities. These changes are necessary to preserve the low density quality and character of the Northeast District and to establish a minimum framework for guiding development in a manner consistent with the overall objectives of the Plan.

Commercial redesignations in the marginal commercial strip areas may not be necessary immediately.

Such changes should be undertaken only after careful and complete discussions and consultations with the people of the communities affected.

V. SPECIFIC PLANS

Cultural and Historical Landmarks

The City should consider the establishment of a regional Cultural Park through municipal or federal funding. This facility should include and connect Heritage Square, the Lummis Home, Casa de Adobe, Sycamore Grove Park, the Southwest Museum and the Native Sons of the Golden West Museum.

VI. FUTURE STUDIES

A. Branch City Administrative Facility

The feasibility of a branch administrative facility in the Highland Park area should be explored. The desirability of combining various public facilities to provide increased service to the public should be studied.

B. Open Space

The City should explore: 1) the feasibility of obtaining Federal funds through the Open Space Land Program to assist the City in the public acquisition and maintenance of areas in the Northeast District for open space; 2) the possibility of utilizing Federal funds to acquire a scenic easement along the crest of the San Rafael hills in Eagle Rock above the easterly extension of the Ventura Freeway; 3) the feasibility of acquiring other desirable view sites.

C. Density/Zoning Implementation

Some of the residential land use densities recommended by the Plan are not suitable for implementation within the District because of the existing subdivision pattern and lot sizes. A study should be undertaken to determine how the density categories shown by the Plan, particularly the Low Medium I and II densities, can be implemented.

VII. OTHER AGENCY PROGRAMS

A. Southern California Rapid Transit District:

Increased and continuing efforts by the Southern Califor-

nia Rapid Transit District should be undertaken to improve the efficiency of service to Northeast Los Angeles residents.

Such efforts should include: 1) further studies of the feasibility of extending rapid transit to the District, including a restricted-access rail transit line to run from Central Los Angeles, through Lincoln Heights and Highland Park, to Pasadena; 2) improvement of “internal” transportation between communities of the District; and 3) extension of bus service to presently neglected areas, particularly Eastern Avenue in El Sereno, and Division Street in Glassell Park.

B. Los Angeles County Department of Public Social Services.

In order to maintain its ongoing program of social services, the Plan suggests the following short-range programs:

1. Initiate new job training programs within the District in conjunction with other agencies, private and public, which provide on-the-job training and classroom instruction for the various jobs in the Los Angeles region, particularly with regard to the growing job market in the Central City.

2. Establish a system of child day-care centers where the need within the District is indicated.

VIII. JOINT AGENCY PROGRAMS

A. Joint Use of School Sites

The programs of the Los Angeles Unified School District and the Department of Recreation and Parks should be coordinated to expand and improve school recreation areas to serve as neighborhood recreational sites.

B. Vocational and Adult Education Programs

The Office of Urban Development, The Manpower Program Section from the Mayor’s Office, the City Demonstration Agency and other city agencies should work actively with the School District to develop relevant vocational and adult educational programs that will prepare residents for full employment.

C. Joint Agency Circulation Study

The Plan proposes a joint circulation study to be undertaken by the City Planning Department, Department of Traffic, and the Bureau of Engineering to assess the need for an east-west connector generally located between Figueroa Street and Monterey Road from Avenue 60 on the north to North Broadway on the south. If destination studies reveal that additional circulation routes are required, a feasibility study should be undertaken to determine the type and the optimal location of the required street.

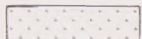
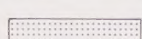
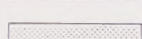
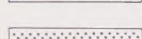
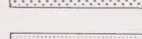


SERVICE SYSTEMS®

- SCHOOLS
 - E ELEMENTARY
 - JH JUNIOR HIGH
 - SH SENIOR HIGH
 - E JH SH PRIVATE
 - SP SPECIAL SCHOOL FACILITY
- RECREATION SITES
 - X NEIGHBORHOOD
 - XX COMMUNITY
 - XXX REGIONAL
 - XXXX GOLF COURSE - PUBLIC
- LIBRARY
 - LI COMMUNITY
 - LI REGIONAL
- FIRE PROTECTION
 - FS FIRE STATION
 - SM SUPPLY & MAINTENANCE
- POWER SYSTEM
 - RS RECEIVING STATION
 - DS DISTRIBUTING STATION
- HELIPORT
 - HS HEALTH CENTER
- REFUSE COLLECTION
 - RC REFUSE COLLECTION
- MAINTENANCE YARD
 - MY MAINTENANCE YARD
- CULTURAL & HISTORICAL SITES
 - CH CULTURAL & HISTORICAL SITES
- MUNICIPAL OFFICE SITE
 - MS MUNICIPAL OFFICE SITE
- POLICE STATION
 - PS POLICE STATION

PROPOSED PLAN MAP
NORTHEAST LOS ANGELES DISTRICT

HOUSING

BASIC CATEGORIES	DENSITY ^② (DWELLING UNITS PER GROSS ACRE)	CORRESPONDING ZONES
 MINIMUM	0.5 TO 1	AI, A2, RE40
 VERY LOW	1+ TO 3	RE20, RA, RE15, RE11
 LOW	3+ TO 7	RS, RI, RE9, RD6
 LOW MEDIUM I	7+ TO 12	R2, RD5, RD4, RD3
 LOW MEDIUM II	12+ TO 24	RD2, RD1.5
 MEDIUM	24+ TO 40	R3
 HIGH MEDIUM	40+ TO 60	R4

SINGLE FAMILY HOUSING

TOTAL ACRES	7,033
% OF TOTAL AREA	45
DWELLING UNIT CAPACITY	32,878
POPULATION CAPACITY	106,020

TWO FAMILY FAMILY HOUSING & TOWNHOUSES

TOTAL ACRES	1,761
% OF TOTAL AREA	11
DWELLING UNIT CAPACITY	25,314
POPULATION CAPACITY	69,275

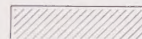
TOWNHOUSES & APARTMENT HOUSES

TOTAL ACRES	1,191
% OF TOTAL AREA	8
DWELLING UNIT CAPACITY	39,390
POPULATION CAPACITY	91,100

TOTAL HOUSING

TOTAL ACRES	9,985
% OF TOTAL AREA	64
DWELLING UNIT CAPACITY	97,582
POPULATION CAPACITY	266,395

COMMERCE

 HIGHWAY ORIENTED & LIMITED ^⑥	CI, CR, CI.5, C2, C4, P ^{④⑤}
 NEIGHBORHOOD & OFFICE ^⑥	CI, CI.5, P ^{④⑤}
 COMMUNITY ^⑥	CR, C2, C4, P, PB ^①

HIGHWAY ORIENTED & LIMITED

TOTAL ACRES	318
% OF TOTAL AREA	2

NEIGHBORHOOD & OFFICE

TOTAL ACRES	222
% OF TOTAL AREA	2

COMMUNITY

TOTAL ACRES	289
% OF TOTAL AREA	2

COMMERCIAL MANUFACTURING

TOTAL ACRES	256
% OF TOTAL AREA	2

LIMITED

TOTAL ACRES	554
% OF TOTAL AREA	4

LIGHT

TOTAL ACRES	162
% OF TOTAL AREA	1

HEAVY

TOTAL ACRES	607
% OF TOTAL AREA	4

TOTAL COMMERCE

TOTAL ACRES	829
% OF TOTAL AREA	5

INDUSTRY

 COMMERCIAL MANUFACTURING ^⑥	CM, P
 LIMITED ^⑥	M1, MR1, P
 LIGHT ^⑥	M2, MR2, P
 HEAVY ^⑥	M3, P

PUBLICLY OWNED 1

TOTAL ACRES	1,117
% OF TOTAL AREA	7

PUBLICLY OWNED 2

TOTAL ACRES	345
% OF TOTAL AREA	2

PRIVATELY OWNED

TOTAL ACRES	363
% OF TOTAL AREA	2

QUASI-PUBLIC

TOTAL ACRES	251
% OF TOTAL AREA	2

PUBLIC

TOTAL ACRES	225
% OF TOTAL AREA	1

TOTAL INDUSTRY

TOTAL ACRES	1,579
% OF TOTAL AREA	11

TOTAL PARKING

TOTAL ACRES	28
% OF TOTAL AREA	<1

TOTAL OPEN SPACE

TOTAL ACRES	1,825
% OF TOTAL AREA	11

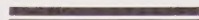
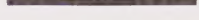
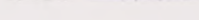
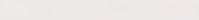
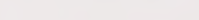
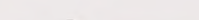
TOTAL OTHER PUBLIC & QUASI-PUBLIC

TOTAL ACRES	476
% OF TOTAL AREA	3

FREEWAYS & L. A. RIVER

TOTAL ACRES	897
% OF TOTAL AREA	6

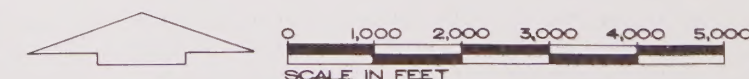
TOTAL ACRES OF DISTRICT 15,619

	FREEWAY ^⑩
	DIVIDED MAJOR HIGHWAY ^⑥
	MAJOR HIGHWAY ^⑥
	SECONDARY HIGHWAY ^⑥
	COLLECTOR STREET ^⑥
	LOCAL STREET ^⑥
	BIKEWAY
	EQUESTRIAN TRAIL
	RAILROAD
	RAPID TRANSIT LINE ^⑫ AND STATION

GENERAL NOTES:

1. HEIGHT DISTRICT NO. 1.
2. GROSS ACREAGE INCLUDES ABUTTING STREETS.
3. OPEN SYMBOL DENOTES THE GENERAL LOCATION OF A PROPOSED FACILITY. IT DOES NOT DESIGNATE ANY SPECIFIC PRIVATE PROPERTY FOR ACQUISITION. SUCH FACILITY MAY APPROPRIATELY BE LOCATED WITHIN AN AREA DEFINED BY THE LOCATIONAL AND SERVICE RADIUS STANDARDS CONTAINED IN THE INDIVIDUAL FACILITY PLANS COMPRISING THE SERVICE SYSTEM ELEMENT OF THE GENERAL PLAN.
4. HEIGHT DISTRICT NO. 1 VL.
5. HEIGHT DISTRICT NO. 1 L.
6. THESE DESIGNATIONS INCLUDE ASSOCIATED PARKING.
7. MINIMUM DENSITY RESIDENTIAL USES MAY BE PERMISSIBLE ON PRIVATELY OWNED OPEN SPACE.
8. QUASI-PUBLIC LAND DESIGNATIONS ON THIS MAP INDICATE EXISTING USES WHICH ARE ANTICIPATED TO REMAIN. THE PLAN DOES NOT PROPOSE PUBLIC ACQUISITION OF THE DESIGNATED LANDS.
9. MAP DESIGNATIONS FOR COLLECTOR STREETS, SECONDARY HIGHWAYS AND MAJOR HIGHWAYS WHICH DO NOT OCCUPY EXISTING DESIGNATED RIGHTS OF WAY DENOTE PROPOSED GENERAL LOCATION AND ARE NOT INTENDED TO INDICATE THE ACQUISITION OF ANY SPECIFIC PRIVATE PROPERTIES.
10. LOCAL STREETS, FREEWAYS AND FREEWAY INTERCHANGES ARE SHOWN FOR REFERENCE ONLY.
11. UNDERLINED SYMBOL INDICATES PROPOSED SITE EXPANSION.
12. THE SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT BOARD OF DIRECTORS HAS ADOPTED A TRANSIT PLAN WHICH PROPOSES GENERAL CORRIDOR LOCATIONS. PRECISE ROUTE ALIGNMENTS AND STATION LOCATION WILL BE ADOPTED BY THE S.C.R.T.D. ONLY AFTER DETAILED CORRIDOR STUDIES AND FULL PUBLIC HEARINGS.

● SEE TEXT - "JOINT AGENCY PROGRAMS" PROGRAM VIII, C.





C101741945

**DEPARTMENT OF CITY PLANNING**

Calvin S. Hamilton, director of planning

Frank P. Lombardi, executive officer

Glenn F. Blossom, city planning officer

Report prepared by:**COMMUNITY PLANNING AND DEVELOPMENT DIVISION**

Arch D. Crouch, principal city planner

COMMUNITY PLANNING SECTION

G. David Lessley, senior city planner

James M. Yoshinaga, city planner

Project Staff

John I. Tomita, project manager

Frank F. Parrello, project coordinator

George V. Lopez, cartographer

Carol Shrewsbury, senior clerk stenographer

Former Project Staff

John J. Parker, city planner

Wayne T. Enders, city planning assistant

Patsy Stebbins, Linton Jackson, Robert Catlin

GRAPHICS SECTION

Gene Wolfe, graphics supervisor

Publication

Phillip Watson, publications unit head

Rey Hernandez, layout and design

Cartography

Oscar Joyner, cartographic unit head

Robert Nelson, cartography

Kathleen Wilson, typesetting

Northeast District Planning Advisory Committee:

Edwin R. Adams

Maroun Atallah

Roderick Barrett

Delmer Beckhart

Nadine Bolm

Richard Buckland

Evelyn Byard

Angel Corral

Frank Eastman

Michael Epport

Marie Gallardo

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Joseph A. Leick

Ted Lucas

Melva Mahaffey

Jesus Molina

Sam Nese

Don Page (dec.)

Raymond Pineda

Jack Sallings

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Richard Suazo

Robert Vick

Cora Vick

Lois Warias